

4.8 REVIEW OF REGIONAL SIGNIFICANCE

DEPARTMENT OF TRANSPORTATION

District 7
Office of Regional Planning and Public Transportation & Rail
100 South Main Street, MS 16
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Be energy efficient!*

September 13, 2006

Mr. Jonathan Nadler
Southern California Association of Governments
818 West 7th Street
Los Angeles, CA 90017

Subject: SR-47 Expressway Project (Schuyler Heim Bridge Replacement (Draft 2006 ID # LAOD45)

- (1) Addition of Auxiliary Lane
- (2) Addition of elevated ramp

Dear Mr. Nadler:

The California Department of Transportation (Caltrans) is requesting a review of the SR-47 Expressway Project by the Transportation Conformity Working Group to consider allowing the project to move forward with the inclusion of the following:

- (1) Add auxiliary lane
- (2) Add elevated ramp

Please see the two fact sheets which have been prepared for presentation at the next TCWG meeting, September 26, 2006. As requested, additional copies will be provided for meeting attendees. Mr. Harley Martin, Environmental Project Manager of CH2M Hill will present the project.

Thank you for your assistance. If you have any questions, please call me at (213) 897-0101.

James McCarthy, Chief
District 7, Office of Regional & Public Transportation Planning

Cc: Mike Brady, Caltrans Headquarters
Thoa Le, Caltrans, District 7
Harley Martin, CH2M

Fact Sheet

Schuyler Heim Bridge Replacement / SR-47 Expressway Project



Project Location:

The proposed project is located on SR-47 between Ocean Blvd. on Terminal Island and just north of Pacific Coast Highway (SR-1) within the Cities of Los Angeles and Long Beach (PM 3.5 to 5.8).

Project Description:

Draft 2006 TIP ID Number: LA0D45

The Schuyler Heim Bridge was constructed in 1948, and provides essential service links to Terminal Island and is required to remain in-service to ensure the San Pedro Bay Ports with ground and marine vessel transportation during a Maximum Credible Earthquake.

This TCM project consists of replacing the seismically deficient Schuyler Heim vertical lift bridge with a fixed-span bridge, and construction of a 4-lane elevated expressway connecting to Alameda Street. Five additional alternatives are being considered in the EIS/EIR under preparation. The elevated expressway would reduce traffic conflicts and congestion on Interstates 710 and 110, and local arterials. The expressway would grade separate five at-grade railroad crossings and three signalized intersections, and provide a direct link between Ocean Blvd. and Alameda Street.

Lead Agency: Caltrans/ACTA

Project Cost: \$486 M

Project Completion Date: September 2011

Current Status:

The Schuyler Heim Bridge portion of the project has previously been in the 2002, 2004, and most recently revised (added SR-47 Expressway) and included in the 2006 RTIP. The auxiliary lane (Attachment 1) was included in the traffic and technical studies for the project, but not included in the RTP/TIP regional modeling. The EIS/EIR is currently scheduled for public review in the Winter 2006/2007.

Issues:

Compliance with the Caltrans Design Manual requires the inclusion of a 2,100 foot auxiliary lane on the SB portion of the Schuyler Heim Bridge for safety reasons (weaving). The project is currently identified in the Draft 2006 TIP without this aux lane; the Draft 2006 TIP modeling has been completed. Caltrans believes this aux lane is not regionally significant because it is only 2,100 feet in length and it serves weaving purposes only; it does not add capacity, therefore it needs not be included in the regional model. Other reasons that this project should be allowed to move forwards are:

- The Schuyler Heim Bridge is seismically deficient and has a 40% chance of bridge approach failure within ten years impacting the largest port complex in the US;
- Project is a TCM and should not be delayed; and
- Caltrans recognizes the non-exempt status of aux lanes; however, the addition of the aux lane to the project is essential for safe traffic movements due to the complex merge/diverge of traffic flows.

Requested Action:

- Request to administratively amend the RTP and TIP to include the auxiliary lane.

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Lead Agency: Caltrans/ACTA

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Project Completion Date: September 2011

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Issues:

The elevated ramp was included in supplemental traffic studies for the project, but not included in the RTP/TIP regional modeling. However, since the Draft 2006 TIP modeling has already been completed and that the purpose of this ramp is to improve traffic conditions in this intersection and thus it would improve air quality in this area, it needs not be included in the regional model.

Some other reasons this project should be allowed to move forwards are:

- The Schuyler Heim Bridge is seismically deficient and has a 40% chance of bridge approach failure within ten years impacting the largest port complex in the US;
- TCM Project and should not be delayed;
- The elevated ramp is a project mitigation which is not required until approximately 2015.

Requested Action:

- Request to amend the RTP and TIP to include the elevated ramp as part of the project.